

## CHANGE IN RULES NOW SUGGESTED

Would Reduce Number of Balls.  
Also Prohibit Intentionally  
Passing Batter.

Chicago, February 8.—When the joint rules committee, representing the major leagues, meets this month two radical changes in the code will be suggested for consideration. John J. Evers, manager of the Chicago Cubs, believes, for various reasons, that the number of called balls should be reduced from four to three, and that men on second and third bases should move up when a pass is purposely handed to a heavy batsman. Other baseball men advocate a measure expected to do away with the practice of "stealing signs." The Cubs' enterprising manager explains the idea in this way:

"When a pitcher intentionally gives a base on balls to a heavy hitter to get a weaker one to the plate, baseball crowds usually cry out in protest. It is often the case that the pitcher will reach third and second bases with a strong batsman coming up. The latter is passed purposely and the next man, a comparatively poor hitter, is disposed of easily."

"Under the rule I intend to submit to the joint committee this practice would be abolished. If the pitcher walked a big hitter with a man on third, the latter would be permitted to score a run, while a man on second would go to third. It is my idea that a pitcher should be compelled to put the ball over the plate under these conditions, if only to improve the batting and run making."

"The foul strike rule has increased the effectiveness of the pitchers to an alarming degree, so that, in my opinion, they should not be allowed to tighten their grip on the batsmen. That is why I will suggest that the number of called balls be reduced from four to three. Then it would be impossible for a pitcher to waste balls to handicap the chances of base runners."

Several baseball men who discussed Evers' suggestions seemed to think that the three-ball idea might find favor, as it would tend to lessen the effectiveness of the boxmen, but they also argued that if the "intention" of a pitcher in giving a pass was left to the judgment of an umpire, wrangling on the ball field would be greatly increased.

"The 'stealing of signs' has come to be an evil which some of the best known club owners are anxious to squelch. The term 'stealing the signs' doesn't always mean that the coaches on the lines detect the signals in the catcher's mitts for the guidance of the men in the box. It is often the case that keen observers among the players observe certain peculiarities in the delivery used by a pitcher which tips off the kind of ball to look for at the plate."

The Athletics perfected this method of "getting onto the signals" some time ago, the belief being that Chief Bender was a wizard in this respect when stationed on the third base coaching line.

But the managers who think that the catcher's signs are easily read by the coaches at first and third bases have a remedy in the shape of a rule which will move the coaching lines back at least six feet further away from the base paths, so that it will be physically impossible to get in a line of vision with the interior of the backstop's gloves. It was made a serious offense two years ago to rig up a signal tipping bureau behind the outfield fence, from which, with aid of powerful glasses, a man could see the catcher's signs and then "telegraph" them to the batsman. In the American League it is understood that expulsion must be the fate of a manager under whose auspices a tipping bureau is conducted, whether he admits that he knows it or not.

TO FIGHT SANVILLE CASE.

University of Pennsylvania Demands Open Hearing for Athlete Barred by A. A. U.

Philadelphia, Pa., February 8.—Athletes representing the Pennsylvania athletic authorities and L. F. Sanville, the University of Pennsylvania swimmer, who was recently declared a professional by the A. A. U., are preparing to fight the case. As the first step they have addressed an open letter to Allen P. Cox, chairman of the registration committee of the Middle States Association, demanding a public hearing, when Sanville can be represented by his lawyers and present his witnesses. The letter reads in part: "On behalf of our client, we demand that a rehearing be held in his case at your meeting next Friday night; that he be allowed to meet his accusers face to face in open public meeting, and that an opportunity be accorded him to be represented by counsel, and also that he shall be allowed to call his witnesses in his own defense."

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We know that most men prefer Old I. W. Harper Whiskey. We know that wherever it's sold judges of good liquor choose it. We know positively that it's the most popular whiskey in America. We know that you will choose

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If you try it once. So we put it up in wire-bound bottles with our exclusive Gold Medal Label, and guarantee it unreservedly. We ask you to simply try it. If it is not what we claim—if the flavor does not satisfy you as it has thousands upon thousands of others, we will cheerfully replace what you have left.

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Get the Wire-Bound Bottle with the Gold Medal Label. It insures the original bottling.

## B. B. ALLPORT TALKS SHOP

One national and another equally prominent show, the latter held in Philadelphia last week, have passed in to the shades of things that were and the time has come when it is possible to view them in their many aspects through the glasses of retrospection. It is still too close for the careful student to pronounce with definite certainty upon all the indications and lessons to be seen and learned during the brief period of a show week, but, nevertheless, there are certain outstanding characteristics of the late exhibitions which are well worth touching upon straight away and before the first impressions have had time to wear off. First, as to the shows themselves. To my mind, it simply passes comprehension how such a function as a motor show can continue, not only to hold its popularity, but to increase it to the extent which is conveyed by the figures of the Madison Square Garden week. Hundreds of thousands of people passed the barriers during the run of the show. Certainly not a fifth of them were able to study the exhibits to the way which it might be imagined the person who paid his money for admission would desire to study them. And, yet, everybody seems satisfied.

Among the makers of fine cars is noticeable an increasing tendency to convert the garden into a carriage building exhibition. This doubtless comes of the movement towards the making of the whole car under one roof, as it were. Year by year we see more of the large motor manufacturers firming up in for body building, and, naturally anxious as they are to show their abilities in every direction, their stands blaze forth in all the glory of ornate and luxurious coach building. So marked has this movement become that there is, it seems to me, some danger of its being overdone in the way that coach building tends to become the more important branch of the trade. Indeed, one well known maker put it quite frankly to me when he said that the chassis nowadays was nothing but an accessory, and that it was the body which counted. Exaggerated, no doubt, but still indicative of a particular state of mind regarding the far more important mechanical construction of the chassis.

For this movement towards the construction of the body by chassis manufacturers, the coach-building trade has itself to thank in no small degree. One of the best known of the motor coach builders remarked during the show that his business was far from being what it used to be, and that people did not come to him and order expensive bodies, as was the case two or three years ago. I am referring to the most expensive class of coach body work, and I may say without exaggeration that the Limousine, as exhibited by the Stevens-Duryea Company, was representative of the highest art in body building. It does not mean that the body proper, but the harmonizing of the motor hood, guards and steps. This unifying of all the exterior parts of the car represented a pronounced advance over the other

types exhibited, and received most favorable criticism from professional as well as the motoring public. It will be of interest to the people of Richmond to know that the same type of body will be exhibited at the Richmond Automobile Show, commencing February 17, at the Horse Show Building.

## DISTRIBUTING STRESSES

Like the football player, who learns to run and charge and buck low, the underling motor car presents the greatest efficiency of automobile design today. Just as the football player, running as closely as he can to the ground, offers less of a target to the opposing tackler than the man who runs straight up, so does the underling motor car, with its low centre of gravity, offer less of a target to the natural forces which tend to retard its progress.

There are a number of natural physical forces to be reckoned with in the operation of a motor car. Perhaps the most important of these is the side-way, that makes for undue stresses and excessive wear on various parts of the machine and for discomfort for the occupant. With the weight of the car along below the axles, and the centre of gravity thereby lowered to a very appreciable extent, as in the construction of the American, a number of serious strains are either avoided or so distributed that the effect is equalized and lessened all around. For instance, in oversteering construction the centrifugal strain exerted in rounding corners comes unevenly above the spindles of the wheels in all the cases of sidesteering. This is the cause of sidesteering. In the American Underling this centrifugal force is applied equally on both wheels, and at practically the same height as the wheel spindle, with only lateral and not vertical strain on the springs. Therefore the body is held practically rigid against all lateral motion. And though the centre of weight of the overhung car were brought as low as that of the underling, the high suspension would still induce sidesteering.

## TRAVEL 50,000 MILES

With the arrival in New York of Melvin A. Hall and his mother in a weather-beaten automobile, there was completed a trip around the world, a feat which has been accomplished in all the annals of the motor car.

About eighteen months ago, Mr. Hall shipped his Packard to Southampton intending to tour Europe for a few months, and then return to America. Lured by the mysterious call of the Orient, the young man, however, continued his journey eastward and finally encompassed the earth.

Few motorists cover Europe as thoroughly as did these two courageous travelers. They penetrated the Swiss Alps, the Italian lake region, Austrian Tyrol and the Dolomites. Brittany,

Hungary, Denmark, Albania and the Balkan States were covered in the same way. From Naples, the car was shipped to Bombay. After the Durbar it went north to Peshawar, thence to Calcutta, Delhi, Ceylon, Java, China, the Philippines, Japan and back by way of San Francisco, Los Angeles and the old Santa Fe trail.

During this 50,000-mile journey, the route through many miles of country where a motor car had never before been seen. It traversed deserts, where the heat was almost unbearable, dense jungles where travel was tedious and almost impossible. New and extraordinary conditions almost continually confronted young Hall and his mother.

At no stage of the journey had they a driver or mechanic, and the only spare parts carried were contained in a tool box ten inches square and three inches deep.

"Yes, mother and I are both happy to be here once more," said Mr. Hall when he arrived at the Packard branch in New York. "The trip was begun with no idea of extending it beyond a summer tour in Europe. The itinerary was developed wholly as we progressed. My Packard, with 1,500 pounds of equipment, has ploughed through pathless deserts under a scorching sun; crawled up appalling grades in the mountains, with twenty-seven inches of snow, over the Continental divide; fallen through frail bridges; been towed by water buffalo through rivers so deep that the cushions were soaked; clogged with clay and mud; stood day and night in the tropical downpours; endured innumerable rough handlings in loading and unloading with inadequate ship's tackle. Only infrequently has it found shelter in the past year. We have used 117 tires, but there has been no mechanical delay over the entire distance."

## TWO MORE CARS ENTERED

The entry list for the third annual 500-mile international sweepstakes race, which will be staged at the Indianapolis Motor Speedway, Memorial Day, was given a big boost when two cars of prominent make were formally entered. At the request of the entrant, however, the names of these cars will not be made public until contracts are closed with the men who are to pilot them in the big race. Several drivers are now under consideration, but the owners of the cars have great faith in the prowess of their products and are anxious to help clinch their chances by placing the cars in charge of the best men obtainable. No definite choice will be made until after a careful examination of all the candidates in the field, but it is said that when this choice is finally announced, followers of the racing game will be treated to a pleasant surprise.

## BREAKS TELEGRAPH POLE

Taking a chunk three feet long out

of a perfectly good telegraph pole forty-two inches in diameter, was accomplished the other day by a chassis in test at the Hartford plant of the Kinsell Motor Car Company. The chassis, a 50-horsepower, was being driven at a forty-mile clip when it struck a snow-covered rut and for a brief moment was out of the driver's control. The latter, quickly noting that he could not entirely escape a collision with the telegraph pole, decided that his best chance was in hitting it squarely. This he did, and, to his utter astonishment, was still in his seat after the crash. The pole had struck the axle exactly in the centre, making a scarcely noticeable indentation, while the shock left all the other parts intact and in no need of repairs.

## CONCERNING WIRE WHEELS

Wire wheels proved to be one of the features of special interest at the Chicago Auto Show, as they did at the Garden Show, in New York, and at the Philadelphia exhibition, and as they will be at the Richmond show. They are being taken a great deal more seriously this year than they have been before by American motorists, the reason being, perhaps, that this year for the first time an American car builder is showing a type of wire wheels which has been proved out thoroughly and has shown that it has been raised to such running gear in this country. The Stevens-Duryea Company, which is the pioneer in this line, has been making wire wheels for many years, and its developments are so extensive that it is offering "special equipment." Rudge-Whitworth wire wheels, with Hook quick detachable rims, which have had great success in England and on the Continent.

The advantages of wire wheels are in their saving of weight, their superior strength (for they are stronger than even the best artillery wheels) and the remarkable saving they make in tire wear. The wheels which the Stevens-Duryea people have adopted as special equipment are the only ones of their kind that have been tested by long enough actual road use to satisfy the Chicago Falls engineers. Their record abroad has been excellent, according to all reports, and American motorists will watch with interest their performance in this country.

## HANDLEY ENTERS CAR

J. J. Handley, president of the Marston Motor Car Company and of the American Motors Company, yesterday made the first entry of a complete team of three cars for the big Indianapolis 500-mile race.

This entry of Mr. Handley is the third manufacturers' entry since the lists were opened, the others being entered by D. S. Menasco, vice-president of the American Motors Company, and two Henderson touring cars, entered by R. P. Henderson, vice-president of the Henderson Motor Car Company.

Handley's cars are of the Marston type, and are being driven by three of his best drivers.

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## RED WALKER'S SOME SWAT DEMON

Breaks Up Games on Pacific Coast With Many Timely Clouts.

Bristol, Tenn., February 8.—Clarence (Red) Walker, a Bristol boy promises to be the batting sensation of the American Association during the 1912 season. He was the sensation of the Washington team of the American League when, two years ago, he left a block office of the Southern Railway, where he was a telegrapher, to begin professional baseball. Walker, who is twenty-three years old, was released by Washington last season to join the Kansas City team. He demonstrated in a contest for a prize for throwing that he was the longest thrower on the Kansas City club.

As a member this winter of the San Diego team, of the Pacific Coast League, Walker has proved his qualities as a slugger in sensational fashion. In twenty-nine games played as a member of the San Diego team, Walker made a batting average of .558. In that number of games, he swatted the pellet for thirteen home runs, and saved the team from defeat on several occasions by an opportune single or double, collecting for one of these feats a joy ride through portions of California in a touring car. This record was made at the expense of the best pitchers of the Pacific Coast League. In one game recently Walker broke up all hope of a victory for the opposing team when he batted a homer, a double and two singles out of five times up.

## KEEPS ON WINNING.

Emory and Henry's Five Hands Drubbing to Quilt of University.

Chapel Hill, N. C., February 8.—The basketball team from Emory and Henry College of Virginia for the third consecutive time in as many nights triumphed over a North Carolina quint on its trip through the State, by defeating the University of North Carolina to-night by the score of 20 to 17. Resembling a rough and tumble football scrimmage, the Virginia five gave the word for the racket in the first minute of play by scoring. Thus taking the lead featured by Carolina passing a few reckless throws at the basket, the Emory five ended the first half leading, 11 to 6. Tardel spirit gave a brace at the outset of the last half, for twenty minutes the teams gave an exhibition of an unsurpassed contest in the art of basketball. Out of bounds and long skirting across the gymnasium were only characteristic movements of the contending teams. Excellent play was furnished the spectators throughout, and the game was the best of the season. Logan, right forward for Emory, led in the scoring by five field goals. Long, left forward for Carolina, was next in succession with four field goals.

## South Boston Girls Win.

South Boston, February 8.—The South Boston High School girls defeated the school girls of Oak Level here to-day in an interesting game of basketball, the score being 28 to 2. The Oak Level girls were clearly outclassed. Marian Nesbitt, Margaret Lee and Bessie Ould played star ball for South Boston; in fact, the whole team played well, while Rebecca Irby was in the points for Oak Level.

## All trains of the Norfolk and Western Railway use the splendid new Union Depot at Norfolk.—Advertisement.

## Neuralgia

Why suffer with distressing, nerve-racking Neuralgia when Noah's Liniment is guaranteed to drive this terror away? At the first twinge, applied as directed.

Requires no rubbing, penetrates, quiets the nerves and scatters the congestion.

From a Police Officer.

"My wife suffered for several years with neuralgia and toothache. She used about half a bottle of Noah's Liniment and got immediate relief. I would not be without it in my house at any cost."

J. S. Fisher, Policeman, Hodge, S. C.

This cure—Noah's Ark—on every genuine package. Sold by all dealers in medicines at 25c, 50c and \$1 per bottle. Noah Remedy Co., Richmond, Va.

It is not only a privilege the show offers the people of Richmond, but a duty.

At great expense the automobile dealers have arranged the exhibition. They have gone about their work in systematic manner. They have arranged a show which will be bigger and better than anything ever before attempted in the South. It is the duty of the people of Richmond to visit the show, and by their patronage encourage these men to do even better things next year.

Among the exhibitors will be found: Ford Auto Company, W. C. Smith & Co., Overland Sales Company, Jones & Company, Foster Motor Company, Premier Motor Company, D. A. Company, Lloyd Motor Company, D. A. Company, B. A. Blenner, Haviland Oil Company, International Harvester Company, Alsop Motor Company, M. V. Moore, Broad Rock Lithia Water Company, Eastern Motor Sales Company, Gordon Motor Company, Coleman Cutchins, Shaffer Manufacturing Company, Shearman Motor Company, Worth Electric Company, Chicago Pneumatic Tube Company and Baker & Hatke.

## WAKE FOREST OUTCLASSED.

Caroline A. & M. Has Little Trouble Winning Basketball Game. Raleigh, N. C., February 8.—In the best exhibition of basketball seen here this season, A. & M. outclassed Wake Forest to-night, winning by a score of 42 to 24. Wake Forest only kept up with the Techs during the first few minutes of play; but after that, were clearly outplayed. The first half ended with the score standing 24 to 19 in favor of A. & M., and in the second half the Techs made a whirlwind finish, scoring 19 points against the Baptists. This puts A. & M. ahead of Wake Forest in the standing of the State Basketball League, being tied with Carolina for first place. The playing of both teams was good, the stars of the game being Terry, Sumner and Phillips for A. & M., and W. Holding for Wake Forest.

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## Packard

MOTOR CARS

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# EMPIRES I HAVE KNOWN



by Fred Westervelt

Jack Egan is the humorist of the American League. He didn't always have this title. Time was when Tim Hurst was known as the arbiter who could say more funny things to the square inch, and say them so that they carried a sting as well as humor, than any other individual. Since Tim quit the game, his mantle has fallen upon John J. Egan—that's his regular name.

Having doubled with Billy Evans for so long a time, the two have earned the name of the Earnest Endeavor Boys, and to hear Jack pull off some of his real first-rate stuff you would come to the conclusion that he has earned his part of the title.

Jack was born in Providence, R. I., in 1875. Providence, as the older fans well know, is almost the birthplace of modern baseball. Egan was brought up in this atmosphere, and as a kid started playing ball. He plucked with the amateur teams, and his first job was with the Syracuse Stars. That was in 1897. His club stranded before the season was over, and Jack drifted to the Washington club. Afterwards he was with the Jersey City outfit in the old Eastern League. He stayed there until he decided to buck the game from its hardest angle—umpiring.

As an umpire he began his work with Pat Powers in that same Eastern League. He stayed with the organization for two years. In 1905 Egan B. Johnson heard of Egan's work, and was impressed with it. The American League was then in swaddling clothes, and Johnson wanted real men for his umpiring staff. He offered Egan a job, and the funny man accepted.

Like all other umpires, Jack found trouble. Cleveland furnished his stumbling block, but he weathered the gale and stuck to the finish. In 1907 Egan and Sheridan worked the final series between St. Louis and Cleveland, at Cleveland. Cleveland lost the game. Rube Waddell was pitching for St. Louis. The only ally the Cleveland management could find was to blame the defeat on Egan. To this day Jack finds hard going in the Ohio city. He has never forgotten that early defeat.

To his brother ump Egan is the most faithful of men. To illustrate

this spirit of loyalty, let me tell of an incident during last season. It happened in Philadelphia. Boston and the Athletics were umpiring the series. It was during the last series that the incident occurred. The teams had to play off, and there were out four days in which to turn the trick. The particular incident referred to came in the fifth game, on Friday. The game was won by Boston, and the players and fans were all sore on Egan and O'Loughlin. After running the barricade to their dressing rooms, the arbiters were a bit chagrined, not to say surprised, to find the water turned out on the shower bath.

Jack started to find out who was responsible for the trick, and ran into John Shibe, owner of the club. Egan wanted to know who had turned the water off. The owner could give no information, but informed Jack that he could use the players' shower, but that O'Loughlin would have to make out the best he could. Jack replied that he didn't need a bath that had been turned off. He went to Philly the next day, and the players, as well as the attendants around the park, thought it a great joke. But we who

were on the inside, knew that it was a rather serious matter. Egan is well liked by the players, his ready wit and humor getting him readily out of any kind of trouble. Over in New York Egan and Wolverton had a run in one day. When the excitement was over, Wolverton was on his way to the clubhouse. Wolverton tried to get funny and called Jack names, telling him that he could wallop him. "If you're no better fighter than you are a manager," said Jack, "there's a few male orphan asylums in town might give you a good match."

After the close of the season last year Egan handed in his resignation. He will follow the same path as his younger brother. He still lives in Providence, where he owns his home.

Those who lean to the greater estimate are guided in their judgment by anticipating a number of visitors from out of the city. After Monday the show will open daily at 9 o'clock. Their early morning hours will be given to prospective purchasers of cars. The afternoons will be devoted to the fair visitors, while the nights will find all in attendance.

Thursday for Society.

Thursday night has been designated

## CARDINAL ATHLETIC CLUB OF ALEXANDRIA, VA.

Standing: Williams, White, Patterson, Cottrell. Sitting: Haden, Breen, manager: Entwistle.



Every Bottle is Guaranteed

We know that most men prefer Old I. W. Harper Whiskey. We know that wherever it's sold judges of good liquor choose it. We know positively that it's the most popular whiskey in America. We know that you will choose

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If you try it once. So we put it up in wire-bound bottles with our exclusive Gold Medal Label, and guarantee it unreservedly. We ask you to simply try it. If it is not what we claim—if the flavor does not satisfy you as it has thousands upon thousands of others, we will cheerfully replace what you have left.

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